

LINCOLN HIGHWAY
SOUNDS WELCOME
TO ALL AMERICA
And Each State Joins in Play-
time With Slogan
"Let's Go."

Summertime, vacation time, and play time have hit hard in all parts of the country at this season, exerting a wifful influence quite upsetting the scheduled plans of the ordinary individual and cutting deep into such erstwhile interests as the high cost of living, political conventions, suffrage, prohibition, etc.

It's Motor away for Mr. America, Mrs. America and Little America, from cradle occupant to high school graduate. For the time being the larger interests are in the background, change and rest are the thing.

The time is now—let's go.

New York To Frisco.

There are hundreds of automobiles of all descriptions now upon the Lincoln Highway between New York and San Francisco carrying their occupants into new fields of scenic and historic interest and into a new and delightful environment of wholesome health-giving enjoyment.

Reports even as early as June to the Lincoln Highway Association in Detroit revealed that more than 1,000 tourists passed through Salt Lake City, Utah, in the first 42 days of that month, that 74 cars took on supplies at Evanston, Wyo., on the Lincoln Highway in one day. Similar reports came from all along the line.

The amount of new construction under way in Indiana, Ohio, and Illinois states upon the Lincoln Highway will surprise and impress even the least interested of those who travel this route by motor car. Millions of dollars are being ex-

ended at this time to make of this a straight through, interstate artery of commercial and passenger travel originally conceived by the Founders of the Lincoln Highway.

Road Building Progresses. A great expanse of constructive improvement is to be observed by the traveler as he continues westward across the great grain producing states of Iowa and Nebraska. But from the Mississippi river west to the coast, with the exception of California, the permanent hard surfaced road has not as yet fully come into its own. However, the ice is broken, a start has been made. Responding to the ceaseless efforts of the Lincoln Highway Association directed to this end since 1913, great progress is being made. Even in Iowa, long known as the muddiest of mud road states, concrete sections of the Lincoln Highway have made their appearance. They are also to be seen in Nebraska. Much of the route in these two states is gravel and where not otherwise improved is well graded and drained.

Vivid Picture. To those who have made this great 3,200 mile drive the panoramic picture ever remains fresh and inspiring. The Lincoln Highway carries those who travel it through the heart of America, every stopping point is the location of an historic event of the past, every mile of the road is America at its best today.

The highway traverses the industrial centers of the East; the richest producing area of the Middle West and the scenic paradise and playgrounds of the West. All in all, the Lincoln Highway gives a true picture of a great America.

ELGIN ROAD CLASSIC
WILL BE RUN AUG. 21

The Chicago Motor club announces that the Elgin road race, finally scheduled to be run on the afternoon of Aug. 21, and not Aug. 14 as was given out, is rapidly developing to sustain the expectation given it by Richard Kennerly, chairman of the contest board of the American

Automobile association—"a classic." Indications are now that the Elgin will have a field closely rivaling the 500-mile race at Indianapolis May 21, for the Elgin, like the Hoosier event, is a championship event and drivers are keen for the points they will gain in a major race.

De Palma to Run. The announcement had already been made that Ralph De Palma, an able French Rally, Tommy Milton, Jimmy Murphy and Eddie O'Donnell of the Duesenberg team and Cliff Durant and his new beautiful Chevrolet special have entered a month in advance of the race, something rather unheard of in Elgin entry lists.

Gaston Chevrolet Entered. Now the management makes the announcement of the entry of Gaston Chevrolet, with a Frontenac, made by his brother, Louis, and known to be one of the fastest cars ever started.

It was none other than Gaston Chevrolet who won the 1920 Indianapolis 500-mile race and, incidentally, put into his pocket between \$40,000 and \$50,000 for his trouble. Those who saw the Hoosier race classed it as a wonderful win against such talent as De Palma, Milton, Boyer and the French aggregation which included Jules Goux, also a winner of the Indianapolis event in 1913.

PAGE HORATIO ALGER! COLORADO SPRINGS, Colo., Aug. 7.—The sudden transition from the humdrum existence of a store clerk on a small salary to the possession of a fortune of \$60,000 was too much for Harry Duncan and he fainted when a lawyer revealed the joyful tidings.

Duncan, living in a local rooming house, was approached by an attorney.

"Is your name Harry Duncan," he asked.

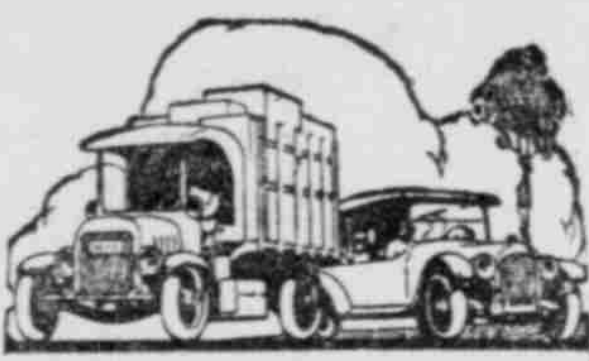
"That's what they called me," answered Duncan.

"Well—and the lawyer struck a real movie pose—"I have the pleasure of giving notice that a \$60,000 legacy has been left you," Duncan swooned.

About ten years ago, while working as a section hand, Duncan "grub-staked" an old miner who later made a rich strike in the Cobalt region of Canada. Duncan had completely forgotten the incident until approached by the miner here, who informed Duncan that the miner had died five years ago, leaving a will that bequeathed \$60,000 to his benefactor.

The administrators of the estate have been looking for Duncan since the miner's death.

Duncan has forsaken his clerkship in a local store, and says he will use some of the fortune in a trip around the world and that he will never forget the biblical injunction about "casting bread upon the water."



Travel &
Transport
Topics
Conducted by Goodrich

This is automobile-plein-o-year. Thousands of motorists are tuning up their cars every Sunday and taking the wife and kiddies—and well-filled grub baskets—out to some quiet nook in the country to spend the day. It's the best kind of a habit to get into, and costs less than going to the movies.

Motorists who have spot-lights on their cars will not find Canada a healthy place to visit. There is a strictly enforced regulation in that country which prohibits the use of spot-lights entirely. What's more, cars so equipped are stopped at the border line and the spot-lights confiscated.

Touring the battle fields of France and Belgium is gaining in popularity among American motorists. Hundreds have gone and many more hundreds are making plans to go. In completing the plans it is advisable to learn the conditions to be encountered. Complete information can be obtained from the Automobile Club of America, New York city.

"The heaviest tax the farmer pays is the mud tax."

This is the slogan adopted by the good roads advocates of Alabama in their campaign to put across a 12-year, \$50,000,000 road building program. The farmers were shown that good roads would benefit them in a dollars-and-cents way, besides bringing them many advantages which they never had before.

Starting about Aug. 15 from St. Louis and Kansas, two motor truck caravans will tour 1,800 miles each, carrying on a campaign for Missouri's \$60,000,000 good roads bond issue to be voted on next November. Every county in the state will be visited by the speakers and good roads advocates.

If not promptly arrested, the discriminating attitude of some small town bankers toward the automotive industry may have a decidedly adverse effect upon the general business and progress of these communities.

The passenger car possesses utilitarian features for rural use and is besides a vital factor for the universal betterment of community life.

Approximately 23 per cent of the 1919 supply of crude oil was turned into gasoline.

Drivers of New York city's Fifth av. buses must qualify in oral, black-board and written examinations and after being accepted are given a thorough and practical training in a school conducted by the company. The men must first qualify as good conductors before they may apply for drivers' positions.

Tourists out of Chicago will find one less difficulty on the road to Yellowstone, Rainier, Glacier and Crater Lake National parks when the bridge over the Missouri river between Bismarck and Mandan is completed. Contracts amounting to \$1,500,000 have been signed with the federal government, North Dakota and two counties contributing to the fund.

Federal aid road building projects have shown a big increase during the past year. Up to May 1 of this year, the plans, specifications and estimates of 1827 projects had been recommended for approval, representing 12,845 miles.

Light Rolling Pins
Not Wanted Any More

EVERYWHERE, U. S. Aug. 7.—Hardware dealers are in quandry.

They are all carrying new stocks of rolling pins and the pins serve every culinary purpose desired.

But sales of rolling pins have diminished.

And the dealers are wondering if there is truth in the funny papers after all.

The new rolling pins are made of aluminum—light, shiny, easily cleaned, ornaments to every kitchen, and light. That's the trouble, the dealers say. They are light.

They are not too light for rolling out pie crust or biscuit dough after a fashion that will cause a husband to sally forth to his daily stunt with sunshine in his soul.

But they are mighty light for any effective use when that same husband returns to his domicile with a grouch or a hangover or a depleted pay envelope.

For years the rolling pin has been the traditional wife weapon of offense. But then the rolling pins were of tough and hardened wood. A carous with the old type was as effective an argument as "You didn't talk that way to me before we were married," or "I'm going back to mother."

But now no husband dreads the gentle reproach of a feather-like weapon of aluminum.

Still the husbands are not satisfied. The fear exists among the male members of many households that the rolling pin is to be relegated to the museums along with the short sword, the arquebus, the halberd.

They fear the butcher's cleaver is to be substituted.

THOUSAND DOLLARS
TO BUY EASY LIFE

(From the New York Times.) Persons possessing \$1,000 who like the indolent life in the tropics where winter is unknown can spend the remainder of their lives in the Marquesas Islands in the Pacific ocean, where they need only work two hours a day to catch fish and pick bananas and spend the remainder of the day watching the sky-blue sea wash lazily over the golden sands.

The money would be required to pay a second-class passage from one of the Pacific coast ports, with outfit, and the balance to purchase fertile land at \$2 an acre.

The Marquesas are situated in 8 to 11 south and 140 west longitude and are of volcanic origin and fit, and the balance to purchase fertile land at \$2 an acre. They are under the French republic and the commissioner lives at Tahiti, the chief town, which is on the island of Nukawa. There were 4,200 inhabitants in the islands when the census was taken in 1900, but the natives, who are Christians, have dwindled away since then. There are 3,800 square miles in the thirteen islands which compose the Marquesas group. The chief products are tropical fruit.

copra and mother of pearl. The landing is difficult, as the shore goes up like a wall from the sea. Passengers arriving from the Pacific say that the climate of the Marquesas is ideal and that life there is one long day dream, with no disturbing element beyond the silver-tongued notes of the bulbul at sunset from its lofty perch on the ancient baobabs by the seashore.

PRESIDENT RETIRES
FROM SHEEP RAISING

WASHINGTON, Aug. 6.—Pres't Wilson has decided to retire from the sheep business. The White House flock of forty-eight prize sheep which has kept the lawn cut for three summers is to be sold.

The yield of wool has gone to charity—this year to the Salvation Army. In 1918 the flock produced 88 pounds of wool, which was sold by the Red Cross throughout the country, bringing in more than \$52,000.

The original flock of eighteen head was obtained from William Woodward of New York, who has a farm near Bowie, Md., where it was said today at the White House, George Washington obtained a herd of deer to stock the grounds at Mt. Vernon.

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